Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-14 (canceled)

Claim 15 (withdrawn): An improved mast for a fork lift comprising a carriage assembly having a first upper roller, a first lower roller, a second upper roller and a second lower roller; wherein at least one of said first upper roller, said first lower roller, said second upper roller, and said second lower roller is canted.

Claim 16 (currently amended): An improved mast for a fork lift comprising:

~~a)~~ a carriage assembly comprising a first upper roller, a first lower roller, a second upper roller, a second lower roller and a front surface;

~~b)~~ a first rail section having a width and comprising a first rail and a second rail positioned substantially parallel to each other, the first rail and second rail each comprising a back inner surface, ~~a lateral inner surface and~~ a front inner surface and a lateral inner surface adjacent to said front inner surface that are capable of operatively guiding said carriage assembly along a portion of the length of the rail section;

wherein ~~the angle between said first upper roller and said front surface is greater than about 90.5°~~ said lateral inner surface of said first rail is substantially normal to said front surface;

wherein said back inner surface of said first rail is substantially parallel to said front surface; and

wherein the angle between said front inner surface of said first rail and said lateral inner surface of said first rail is greater than about 90.5°.

Claim 17 (original)

Claim 18 (original)

Claim 19 (currently amended): An improved mast for a fork lift as claimed in claim 16, wherein said lateral inner surface of said second rail is substantially normal to said front surface; wherein said back inner surface of said second rail is substantially parallel to said front surface; and wherein the angle between said front inner surface of said second rail and said lateral inner surface of said second rail is greater than about 90.5°.

Claim 20 (original)

Claim 21 (original)

Claim 22 (currently amended): An improved mast for a fork lift as claimed in claim 16, wherein the angle between said front inner surface of said first rail and said lateral inner surface of said first rail is in the range of about 91.5° to about 92.5°.

Claim 23 (currently amended): An improved mast for a fork lift as claimed in claim 16, wherein the angle between said front inner surface of said second rail and said lateral inner surface of said second rail is in the range of about 91.5° to about 92.5°.

Claim 24 (original)

Claim 25 (original)

Claim 26 (currently amended): An improved mast for a fork lift as claimed in claim 16, wherein the angle between said front inner surface of said first rail and said lateral inner surface of said first rail is about 92.0°.

Claim 27 (currently amended): An improved mast for a fork lift as claimed in claim 16, wherein the angle between said front inner surface of said second rail and said lateral inner surface of said second rail is about 92.0°.

Claim 28 (original)

Claim 29 (original)

Claim 30 (withdrawn): An improved mast for a fork lift comprising a carriage assembly having a first upper roller, a first lower roller, a second upper roller, a second lower roller and a front surface; wherein at least one of said first upper roller, said first lower roller, said second upper roller, and said second lower roller is angled relative to said front surface.

Claim 31 (withdrawn): An improved mast for a fork lift comprising a rail section that includes a first rail and a second rail positioned substantially parallel to each other, the first rail and second rail each comprising a back inner surface, a lateral inner surface and a front inner surface; wherein the front inner surface or said first rail and said second rail are angled relative to said lateral inner surface.

Claim 32 (canceled)

Claim 33 (currently amended): An improved mast for a fork lift comprising:

a carriage assembly comprising a first upper roller, a first lower roller, a second upper roller, a second lower roller and a front surface;

an inner rail section comprising a first rail and a second rail positioned substantially parallel to each other, the first rail and second rail each comprising a back inner surface, a lateral inner surface and a front inner surface that are capable

of operatively guiding said carriage assembly along at least a portion of the length of said inner rail section;

a middle section comprising a first rail and a second rail positioned substantially parallel to each other, wherein said inner rail section is operative connected to said middle rail section to allow the inner rail section to telescope inside said middle rail section and out from said middle rail section;

an outer rail section comprising a first rail and a second rail positioned substantially parallel to each other; wherein said middle rail section is operative connected to said outer rail section to allow the middle rail section to telescope inside said outer rail section and out from said outer rail section;

wherein the first upper roller and second upper roller on said carriage assembly are positioned relative to said front surface at an angle greater than about 90.5°;

wherein the front inner surface of said first rail and said second rail of said inner rail section are positioned relative said front surface at an angle greater than about 90.0°.

Claim 34 (currently amended): An improved mast for a fork lift comprising:

a first rail, wherein said first rail comprises a first inner surface including a first back inner surface, a first front inner surface substantially opposite said first back inner surface, a first lateral inner surface that connects said first back inner surface and said first front inner surface;

a second rail positioned substantially parallel to said first rail, where said second rail comprises a second inner surface including a second back inner surface, a second front inner surface substantially opposite said second back inner

surface, and a second lateral inner surface that connects said second back inner surface and said second front inner surface;

a carriage assembly comprising a first upper roller, a second upper roller positioned substantially opposite said first upper roller, a first lower roller, a second lower roller positioned substantially opposite said first lower roller, and a front surface;

wherein said first upper roller and said first lower roller of said carriage assembly are operatively guided by said first inner surface of said first rail, and said second upper roller and said second lower roller of said carriage assembly are operatively guided by said second inner surface of said second rail, to cause said front surface of said carriage assembly to move along at least a portion of the length said first rail and said second rail;

wherein said first lateral inner surface has a first front portion adjacent to first front inner surface and said second lateral inner surface has a second front portion adjacent to said second front inner surface;

wherein said first front portion and said second front portion are substantially normal to said front surface;

wherein the intersection of said first front inner surface and said first ~~lateral surface~~ front portion forms a first angle between said first front inner surface and said first ~~lateral surface~~ front portion;

wherein said first angle is greater than about 90.5°.

Claim 35 (original)

Claim 36 (original)

Claim 37 (original)

Claim 38 (currently amended): The improved mast of claim 34, wherein the rotation of said first upper roller defines a first plane;

wherein the intersection of said front surface of said carriage assembly and said first plane forms a second angle between said ~~first~~ front surface of said carriage assembly and said first plane;

wherein said second angle is greater than about 90.5°.

Claim 39 (original)

Claim 40 (original)

Claim 41 (currently amended): An improved mast for a fork lift comprising:

a first rail, wherein said first rail comprises a first inner surface including a first back inner surface, a first front inner surface substantially opposite said first back inner surface, a first lateral inner surface that connects said first back inner surface and said first front inner surface;

a second rail positioned substantially parallel to said first rail, where said second rail comprises a second inner surface including a second back inner surface, a second front inner surface substantially opposite said second back inner surface, and a second lateral inner surface that connects said second back inner surface and said second front inner surface;

a carriage assembly comprising a first upper roller, a second upper roller positioned substantially opposite said first upper roller, a first lower roller, a second lower roller positioned substantially opposite said first lower roller, and a front surface;

wherein said first upper roller and said first lower roller of said carriage assembly are operatively guided by said first inner surface of said first rail, and said second upper roller and said second lower roller of said carriage assembly are operatively guided by said second inner surface of said second rail, to cause said front surface of said carriage assembly to move along at least a portion of the length said first rail and said second rail;

wherein said first lateral inner surface has a first front portion adjacent to first front inner surface and said second lateral inner surface has a second front portion adjacent to second front inner surface;

wherein said first front portion and said second front portion are substantially normal to said front surface;

wherein the intersection of said first front inner surface and said first ~~lateral surface~~ front portion forms a first angle between said first front inner surface and said first ~~lateral surface~~ front portion;

wherein the rotation of said first upper roller defines a first plane;

wherein the intersection of said front surface of said carriage assembly and said first plane forms a second angle between said first front inner surface of said carriage assembly and said first plane;

wherein the relative difference between said first angle and said second angle is greater than about 0.5°.

Claim 42 (original)

Claim 43 (original)

Claim 44 (canceled)

Claim 45 (canceled)

Claim 46 (canceled)